

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

PG: 71A-37

Name:

P-111 / RACE TRACK RD. OVER HORSESHOE FORD

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended \_\_\_\_\_

Eligibility Not Recommended X

Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G    None

Comments: \_\_\_\_\_

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. PG:71A-37

SHA Bridge No. P111 Bridge name Race Track Road over Horsepen Branch

**LOCATION:**

Street/Road name and number [facility carried] Race Track Road

City/town Bowie Vicinity X

County Prince George's

This bridge projects over: Road      Railway      Water X Land     

Ownership: State      County X Municipal      Other     

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes      No X

National Register-listed district      National Register-determined-eligible district     

Locally-designated district      Other     

Name of district     

**BRIDGE TYPE:**

Timber Bridge     :

Beam Bridge      Truss -Covered      Trestle      Timber-And-Concrete     

Stone Arch Bridge     

Metal Truss Bridge     

Movable Bridge     :

Swing      Bascule Single Leaf      Bascule Multiple Leaf     

Vertical Lift      Retractable      Pontoon     

Metal Girder     :

Rolled Girder      Rolled Girder Concrete Encased     

Plate Girder      Plate Girder Concrete Encased     

Metal Suspension     

Metal Arch     

Metal Cantilever     

Concrete X:

Concrete Arch      Concrete Slab      Concrete Beam      Rigid Frame     

Other X Type Name Combination concrete slab and steel multi-beam bridge

**DESCRIPTION:**Setting: Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural X**Describe Setting:**

Bridge No. P111 carries Race Track Road over Horsepen Branch in Prince George's County. Race Track Road runs east-west and Horsepen Branch flows in a northerly direction. The structure is located in a rural area of Bowie.

**Describe Superstructure and Substructure:**

Bridge No. P111 is described in inspection reports as a single span combination concrete slab and steel multi-beam bridge, 30'-0" long. A bituminous concrete wearing surface covers the slab. It carries two lanes of traffic and has a clear roadway width of 24'-0". Along both sides of the bridge, there is a 3'-0" sidewalk and a single strand aluminum railing mounted on a concrete parapet. There are no approach guardrails. Corrugated metal pipe forms remain in place between the stringers. The substructure consists of two concrete semi-cantilever abutments and flared wingwalls. The bridge has an 80 degree skew. According to county records bridge No. P111 was originally a steel-multi-beam structure built in 1945. It was widened in 1960 and a cast-in-place concrete slab was placed on top of the beams.

The latest inspection of this bridge was completed in 1993. The bridge was found to be in fair condition, and the following deficiencies were recorded. Water stains, efflorescence, and scaling concrete on the face of the abutment stems indicate that there is water leakage through the roadway joints over the abutments. The only visible portion of the stringers are the bottom flanges. In the area next to the west abutment, rust and pitting was noted along the underside of several stringers. Portions of the bottom flange, have moderate rust. Moderate rust was also visible on the corrugated metal forms. The abutments are in good condition with minor cracking, scaling, and scour. Significant erosion was noted at the northwest wingwall.

**Discuss Major Alterations:**

Bridge No. P111 was originally built in 1945. It was reconstructed in 1960, at which time it appears the bridge was widened on both sides by adding a cast-in-place concrete slab. County records contain no additional information regarding alterations or repairs.

**HISTORY:**WHEN was the bridge built (actual date or date range) 1945This date is: Actual X Estimated \_\_\_\_\_Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form X

Other (specify) \_\_\_\_\_

**WHY was the bridge built?**

Unknown

**WHO was the designer?**

Unknown

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

Unknown

**Was this bridge built as part of an organized bridge-building campaign?**

Unknown

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

A - Events \_\_\_\_\_ B- Person \_\_\_\_\_  
C- Engineering/architectural character \_\_\_\_\_

This bridge does not have National Register significance.

**Was the bridge constructed in response to significant events in Maryland or local history?**

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

Unknown.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?**

No. This bridge is not located in an area which may be eligible for historic designation.

**Is the bridge a significant example of its type?**

Bridge No. P111 is not a significant example of a concrete slab. The structure was originally a steel multi-beam bridge built in 1945. The bridge was widened fifteen years later with a cast-in-place concrete slab.

**Does the bridge retain integrity of important elements described in Context Addendum?**

Bridge No. P111 does not retain the integrity of its original design because it has been widened.

**Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?**

County records available do not identify this bridge as a significant example of the work of a manufacturer, designer, or engineer.

**Should the bridge be given further study before an evaluation of its significance is made?**

No further evaluation is necessary to determine National Register significance.

**BIBLIOGRAPHY:**

County inspection/bridge files       X       SHA inspection/bridge files                     

Other (list):

**SURVEYOR:**

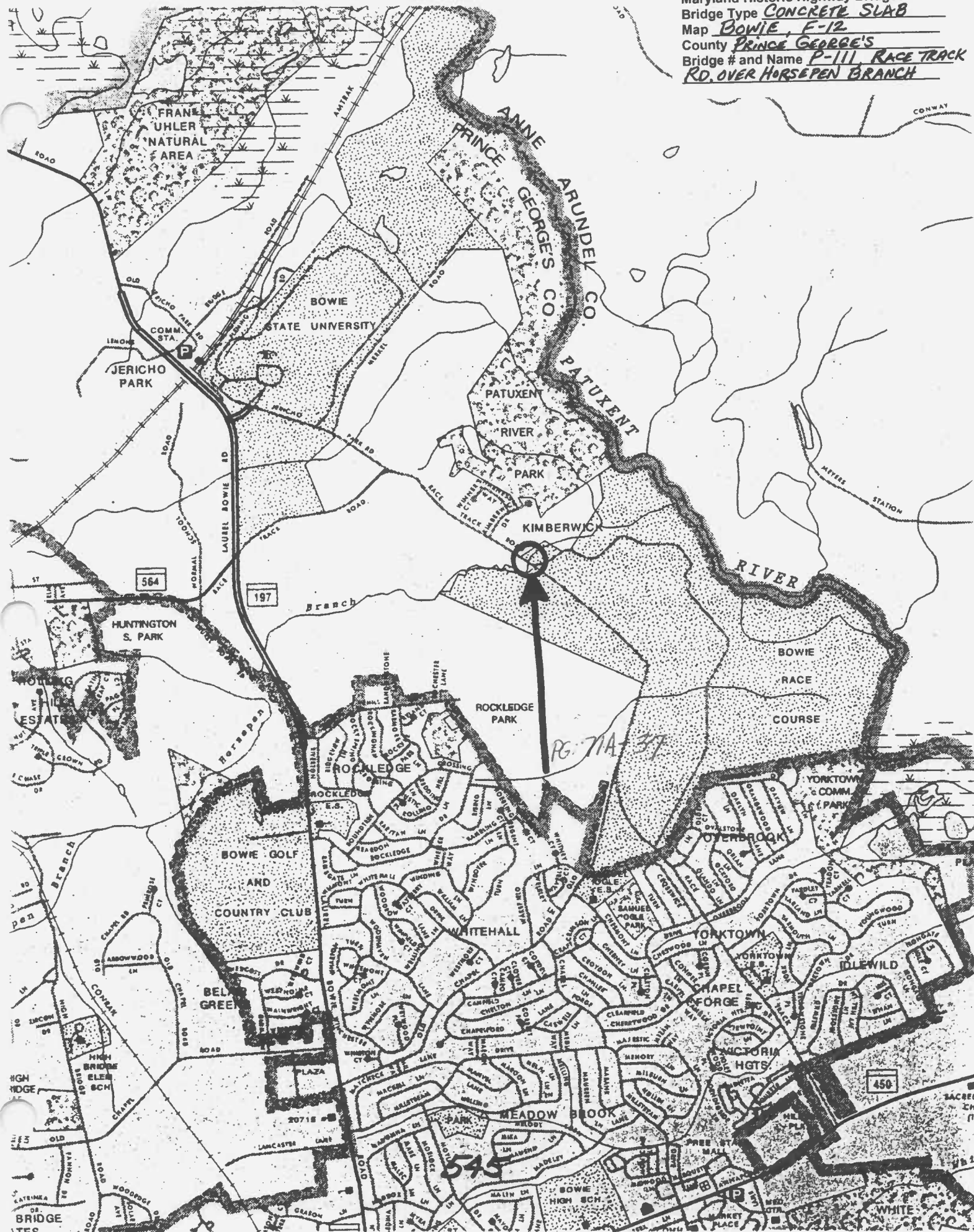
Date bridge recorded August 1995

Name of surveyor Leo Hirrell

Organization/Address P.A.C. Spero & Company; 40 West Chesapeake Avenue, Suite 412; Baltimore,  
Maryland 21204

Phone number 410-296-1635 FAX number 410-296-1670

Maryland Historic Highway Bridges  
 Bridge Type CONCRETE SLAB  
 Map BOWIE, F-12  
 County PRINCE GEORGE'S  
 Bridge # and Name P-111 RACE TRACK  
RD. OVER HORSEPEN BRANCH





Inventory # PG: 71A-37

Name PM - RACE TRACK ROAD OVER  
HORSE PEN BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST  
\_\_\_\_\_  
\_\_\_\_\_

Number 1 of 9  
17 of 24

Backroom 11500434611 N





Inventory # PG: 71A-37

Name PIII-RACE TRACK ROAD OVER HORSEPEN  
BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative S11A

Description WEST APPROACH LOOKING EAST

Number 2 of 4  
11

200001180042 4611 JMR N 12



Inventory # PG:71A-37

PIII - RACE TRACK ROAD OVER  
Name HORSEPEN BRANCH

County/State PRINCE GEORGES COUNTY MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 3 of 4

WORKROOM 150043 4611 H. N. 11



Inventory # PG:71A-37

Name PHI-RACE TRACK ROAD OVER  
HORSEPEN BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SNA

Description SOUTH ELEVATION

Number 4 of 9

DEKROOM1204934511 N.H.N.12